



Impington Model Aeroplane Club

Founded in 1946 by Ray Malmström

LEAVE UNCOVERED. ADJUST
TIMER WITH LONG NOSED
PLIERS. INSTEAD OF USING
A TIMER YOU MAY GRADUATE
THE FUEL TANK. A FULL TANK RUNS
THE MOTOR FOR APPROX. 12 MINUTES.

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www.impmac.co.uk

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Christmas Party and Prizes

We had our annual Christmas Party and prize giving on 19th December. The prize winners were in the last newsletter, and here are some photos of the event.



Raffle prizes are distributed by Tony and Steve



Sue and John provided the food – many thanks to them both.



The club prizes about to be awarded



Gordon gives out the answers to his fiendish quiz



A general view of the proceedings

Altogether a very nice night out with good company. Thanks to everyone who helped in all the various ways.

BA Parasol

This fantastic Jimmie Allen Racer, otherwise known as the BA Parasol (British American Oil Co) was made over Christmas by Alan Hunter who writes -



This is another from the Jimmie Allen series of rubber powered models promoted by American Oil Companies in the thirties as an offshoot from the Jimmie Allen serials they sponsored on Radio and aimed at the Air Minded Youth in the US. They were offered as kits or plans at the time and were popular. You could get a "Set of Wings" badge awarded for modelling achievement and neither did you have to take the Drone Test!

This design is one of the later models by Speed Robertson and came out in 1939.

The plans for this series of models have been suspended for download on Outerzone - I guess someone must feel they still have the rights and Easybuilt Model Kits do produce them still, so maybe it is them, but no matter, Bryan Gostlow bought a kit anyway and nudged me into action.

I had the plan copied at 115% I think, by Printshop in Histon strictly for non commercial use of course! The fifty year old lad in there used to be in the club as a youngster and is happy to sort you out for the £3 charged. They accept the plan to copy "as is" or as a file on a USB Stick and they will scale up or down as needed. Brilliant. (Advert over!)



My Parasol is about 34" Span, the original is 28" or so. Fortunately Bryan tipped me off about an error on the plan. The wing panels have been drawn one above the other instead of adjacent and the main spars are drawn offset to each other by the spar thickness. Cockup, be warned....

The construction is just conventional balsa framework as I know no other way, though somewhat heavier construction than plan as this one is for RC.

Mine came out about an ounce more AUW than I'd have liked at 7.5 oz, mainly because I've used a 28 mm dia motor instead of my usual 22mm as the one I like for this size model seems to be unobtainable now. That additional 6mm of dia adds a lot to the motors weight because of the metal volume - near doubled the weight.

So I've tried to save weight elsewhere by underpropping the motor to reduce the current draw in the hope I can get away with a 350 2 cell Lipo and a smaller and lighter ESC. I've fitted a 7" x 4" prop even though that motor will happily swing an 8" or 9" and I've only used a 10A ESC. It seems to have plenty of thrust anyway, and will hold it vertical and the ESC gets barely warm. So far so good but I will check the headroom with my Watt meter as I want to preserve that 10 A ESC against cooking if I fitted the bigger prop.

The Decor is pinched from different examples of US Army Air Corps planes of around 1930 as the model, although not scale, does look like a possible Boeing or Curtiss Chaser. Mine is finished in a scheme of yellow, blue and white, Stars and Stripes etc with the 94th Fighter Wing graphic on the fin and a few other bits. No Camo for the Army Air Corps in those days, they did bright!



The 94th is still operational and has been going since the first world war - the Hat in the Ring Squadron, and now flying F22 Raptors in the USAF.

Maiden of the Heron



Trevor holds Karas Heron before the first flight. Karas incredible landing skills ensured it got a second flight. See the video [here](#). I was the cameraman who ducked....!!

This video highlights the importance of getting a model trimmed properly.

What's this then?



Another famous set of jet exhausts – what's the aircraft? Answer at the end.....

Answer at the end of the newsletter.....

The cubs are breeding



Alan and Stans profile Cubs pictured in the Sports Hall. Alans has been almost tamed, and Stans (yellow) had its first few trimming flights this month. It had a strange feeling of adverse yaw when turning right which is a bit odd as it's rudder and elevator only with no ailerons.

We will do some more trimming soon. Dennis is also building one!!

Indoor RC only sessions

We've had some big turn outs for these Saturday events and there are more heavy fast foamie aerobatic planes flying in the hands of visitors.

The flying guidelines have now been amended to take this into account and will apply whenever this type of model turns up –

- **Light, slow or quiet** models can fly at any time
- **Heavy, fast or noisy** models that use the whole hall will only fly in 30 minute slots on the half hour – i.e. 2.30 to 3pm, 3.30 to 4pm and 4.30 to 5pm

We don't intend to specify what a heavy, fast or noisy model is because it should be obvious on the day, but this will allow anyone who has a small quad or small or slow model to fly all the time if they are prepared to risk annihilation, or only fly in the 30 minute slots when the fast/heavies are grounded if they prefer.

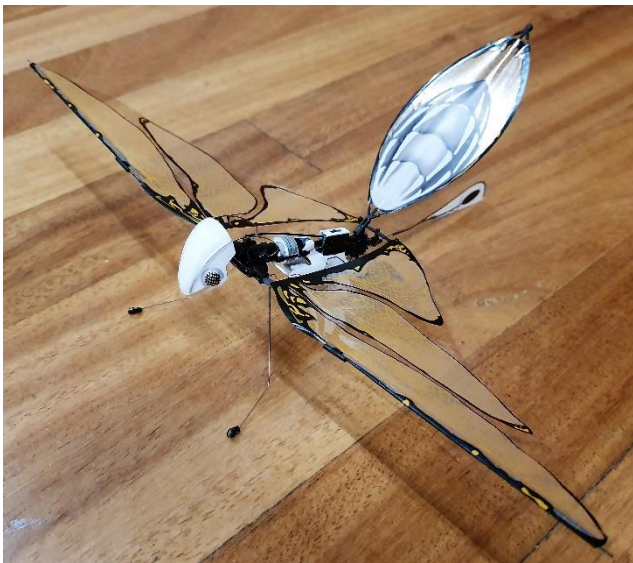
The new rules are on the club website and will continue to be refined as time goes on.

Strange headgear



Kara sports a hat befitting the races at Ascot!!
But wait a moment – it flies.....

For a video – see [here](#)



It's called the "Metafly" which is a Kickstarter crowd funded project.

Drone Operator ID

If you registered and paid the £9 fee via the BMFA, you will receive your Operator ID in February by e-mail from the CAA. This is the number that goes on all your models over 250g (CL exempt).

This one number can go on all your models.
It's not one number per model.....!!

Blast from the past.....!!!



Can you name this intrepid club member from 1991? Bonus points for identifying the model and the flying site.

Items for the Newsletter

If you have anything for inclusion, please let me know. Members are very interested in your new models so a photo and a brief description is all that's required and I can tart it up for publication!!

Dates for your Diary

Remember to check the website for the latest programme at www.impmac.co.uk

Sat 1st Feb – Indoor mixed flying

Sat 8th Feb – Indoor RC only flying

Sat 15th Feb – Indoor mixed flying

Sat 29th Feb – Indoor mixed flying

Sun 15th March – Public Open Day

Answer to What's this then?

It's a DH Comet seen at IWM Duxford

Final hurrah and the end of the line for "Snoopy"



Snoopy was the affectionate name given to the Met Research flights Hercules that was converted at Marshalls in 1974 – amongst the many mods was an 18ft probe for clean air sampling and the relocation of the weather radar to above the cockpit



The aircraft was eventually scrapped in 2015 after a long and eventful life



Not much left!!



When its work for the Met Office was finished in 2008, Marshall bought the airframe and converted it for use as a flying engine test bed for the A400M military Airbus transport aircraft. There was minimal clearance between the new 8 bladed prop and the fuselage!!



For this test, 50 hours were flown and the A400M engine on the No2 position delivered 12,000HP which was the equivalent of the other 3 engines combined!!